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FORM 51-
5-62 EDITIONS

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SECRET

1	DDSA	9	RB
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TO :

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TO INFO CITE

SECRET 091834Z CITE [redacted] 7126 25X1A

PRIORITY [redacted] 25X1A

OXCART

TO: [redacted] 25X1A

SUBJECT: DEFINITION OF FY-68 OXCART PROGRAM REQUIREMENTS

REF: A. [redacted] 7 JUNE 1967

B. [redacted] 1 JUNE 1967 25X1A

C. [redacted] 2 JUNE 1967

A. DESPITE CURRENT DEPLOYMENT, ADP GROUND RULES STILL CALLS FOR PROGRAM PHASE DOWN STARTING 1 JULY 1967, WITH NO FLYING ACTIVITY AFTER 31 DECEMBER 1967.

IN VIEW OF THE DESIRE TO CONTINUE CURRENT DEPLOYMENT UNTIL 30 NOVEMBER 1967, AS WELL AS OTHER PLANS BEING DISCUSSED REGARDING S/N 121, 122, 124 AND 134, WE NEED YOUR DEFINITION OF GROUND RULES FOR FY-68. MORE SPECIFICALLY:

1. WHICH AIRCRAFT ARE TO BE OPERATED AFTER 1 JULY 1967, AND FOR HOW LONG?

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GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

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A. FLIGHT TEST (S/N 121?).

B. DETACHMENT/DEPLOYMENT (S/N 122, 127 THRU 132?).

C. TRAINING (S/N 124?).

2. WHAT MISSION CAPABILITY ARE WE TO MAINTAIN, AND FOR HOW LONG?

3. WHAT IS STATUS OF S/N 134 DURING FY-68?

4. OUR PRESENT GROUND RULES FOR SPARES/AGE PROCUREMENT AND OVERHAUL/REPAIR ACTIVITY LIMIT US TO ITEMS WITH DELIVERY PRIOR TO 1 OCTOBER 1967 (UNLESS REQUIRED FOR 90 DAY/5 AIRCRAFT CAPABILITY BEYOND 1 JANUARY 1968). IT IS REQUESTED THAT THE 1 OCTOBER 1967 LIMITATION BE REMOVED IMMEDIATELY IN ORDER TO MAKE USE OF FY-67 FUNDING AVAILABLE. MANY OF THE ITEMS WHICH WOULD BE ORDERED ARE COMMON TO SR-71 AND COULD HAVE ULTIMATE USAGE THERE, BUT THERE ARE ALSO OXCART PECULIAR ITEMS WHICH SHOULD BE PLACED ON ORDER NOW IF OXCART PROGRAM CONTINUES AS ACTIVE PROGRAM.

5. WHAT MODIFICATIONS MAY BE MADE TO THE AIRCRAFT - SUBJECT TO WHAT TIME OR OTHER LIMITATIONS?

A. SAFETY OF FLIGHT.

B. PERFORMANCE.

C. IMPROVED MAINTENANCE.

D. ECM/EWS.

E. OTHER GENERAL IMPROVEMENTS.

B. WITH REGARD TO THE QUESTION "WHAT MUST BE DONE TO S/N 122, AND WHAT IS COST, TO PREPARE IT FOR OPERATIONAL USE?", WE OFFER THE FOLLOWING: (ALSO REFER TO REF B).

1. THERE ARE SOME KNOWN MODIFICATIONS THAT MUST BE MADE, GENERALLY IN THE AREA OF EWS WIRING/CONTROL AND CHINE BOXES.

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PARTS REQUIRED ARE GENERALLY AVAILABLE AND COST IMPACT WILL BE MINOR. INSTALLATION CAN BE ACCOMPLISHED BY CREW ASSIGNED TO THE AIRCRAFT.

2. PRESENT FLIGHT AND MAINTENANCE MANUALS FOR A-12 DO NOT INCLUDE SUPPLEMENTARY SECTIONS COVERING S/N 122 PECULIAR SYSTEMS. IN ADDITION, BASIC A-12 MANUALS HAVE NOT BEEN ACTIVELY MAINTAINED DUE TO PLANS FOR PROGRAM CLOSURE. WE ESTIMATE THAT AN INITIAL SET OF S/N 122 SUPPLEMENTS, IN PRELIMINARY FORM, COULD BE AVAILABLE IN APPROXIMATELY TWO MONTHS. THE ADDED COST OF THE INITIAL DATA WOULD BE APPROXIMATELY $125,000, (NOT INCLUDED IN REF C BUDGET FORECAST).

3. FLIGHT TESTING MAY DISCLOSE SOME NEED FOR MODIFICATIONS TO THE FUEL SYSTEM IN ORDER TO OPTIMIZE C.G. CONTROL.

4. WE BELIEVE THAT S/N 122 "PECULIAR" SYSTEMS HAVE BEEN ADEQUATELY SPARED. WE ARE REVIEWING THIS TO SEE IF THERE ARE ANY AREAS WHICH SHOULD BE BEEFED-UP. MANY S/N 122 "PECULIAR" SYSTEMS ARE COMMON TO SR-71.

25X1A C. AS DISCUSSED WITH [redacted] THE BUDGET OUTLINED IN OUR REF C MESSAGE DOES PROVIDE ADEQUATE [redacted] MANPOWER FOR JULY THROUGH DECEMBER 1967 PERIOD.

S E C R E T TOR: 091928Z JUN 67 25X1A

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